

**2006**  
**Virginia Department of Transportation**  
**Daily Traffic Volume Estimates**  
**Including Vehicle Classification Estimates**  
where available

**Special Locality Report**  
**123**  
City of Petersburg

Information in this report is included in Report  
**26**  
(Dinwiddie County)

Prepared By  
**Virginia Department of Transportation**  
**Traffic Engineering Division**

In Cooperation With  
**U.S. Department of Transportation**  
**Federal Highway Administration**

Virginia Department of Transportation  
Traffic Engineering Division  
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

## **Publication Notes**

### **Parallel Roads**

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

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VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

## Glossary of Terms:

**Route:** The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

**Length:** Length of the traffic segment in miles.

**AADT:** Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

### QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

**4Tire:** Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

**Bus:** Percentage of the traffic volume made up of busses.

**2Axle Truck:** Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

**3+Axle Truck:** Percentage of the traffic volume made up of single unit trucks with three or more axles.

**1Trail Truck:** Percentage of the traffic volume made up of units with a single trailer.

**2Trail Truck:** Percentage of the traffic volume made up of units with more than one trailer.

### QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

**K Factor:** The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

**QK:** Quality of the K Factor estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Design Hour Factor (K Factor) of Similar Neighboring Traffic Link
- O Provided by External Source

**Dir Factor:** The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

**AAWDT:** Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.






**QW:** Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





**Year:** Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

## Route Shield Legend

### Route Systems

	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Frontage Road (F precedes frontage route number)	
	Secondary Route	

### Special Routes

	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Petersburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
	From: WCL Petersburg						2Axle	3+Axle	1Trail	2Trail						
1 Bus 460 Washington St	City of Petersburg	0.40	13000	G	98%	0%	1%	1%	1%	0%	F	0.09	F	0.569	14000	G
	To: Summit St															
1 Bus 460 Washington St	City of Petersburg	0.18	14000	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.556	14000	G
	To: Elm St															
1 Bus 460 Washington St	City of Petersburg	0.57	16000	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.506	17000	G
	To: US 1 Par; Wythe St															
1 Bus 460 Wythe St	City of Petersburg	1.08	8700	G	97%	1%	1%	1%	1%	0%	C	0.082	F		9500	G
	From: US 1 Par, Washington St; Battersea Lane															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		18000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
	To: Perry St															
1 Bus 460 Wythe St	City of Petersburg	0.15	9800	G	97%	1%	1%	1%	1%	0%	F	0.088	F		11000	G
	From: SR 36 Market St															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		20000	G	96%	1%	1%	1%	1%	0%	F	NA			22000	G
1 Bus 460 36 Wythe St	City of Petersburg	0.20	10000	G	97%	1%	1%	1%	1%	0%	F	0.094	F		11000	G
	To: ALT US 301 Sycamore St															
1 ALT Bus 301 460 36 Wythe St	City of Petersburg	0.20	13000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		14000	G
	From: Bus US 460 Jefferson St															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	G	96%	1%	2%	1%	1%	0%	F	NA			31000	G
	To: Bus US 460 Wythe St															
1 ALT 301 Jefferson St	City of Petersburg	0.09	3100	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.756	3400	G
	From: Bus US 460 Par, Washington St															
1 ALT 301 Jefferson St	City of Petersburg	0.26	660	G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.734	720	G
	To: Henry St															
1 ALT 301 3rd Street	City of Petersburg	0.05	350	G	97%	1%	1%	1%	1%	0%	F	0.131	F		380	G
	From: US 301 Par, Bank St															
1 ALT 301 3rd Street	City of Petersburg	0.05	360	G	97%	1%	1%	1%	1%	0%	F	0.102	F		390	G
	To: US 301 Bollingbrook St															
1 ALT 301 301 36 Bollingbrook St	City of Petersburg	0.08	3800	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4200	G
	From: US 301; 3RD STREET															
1 301 2nd Street	City of Petersburg	0.35	13000	F	99%	0%	0%	0%	0%	0%	F	0.111	F	0.694	13000	F
	To: SCL Colonial Heights															
1 Bus 460 Washington St	City of Petersburg	0.31	9800	G	96%	1%	1%	1%	1%	0%	F	0.101	F		11000	G
	From: US 1 Wythe St Battersea Lane															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		18000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
	To: 123-9025 West St															
















Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Petersburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
<div>Bus</div> <div>1 460</div> Washington St	From: 123-9025 West St															
	City of Petersburg	0.40	9700	G	96%	1%	1%	1%	1%	0%	F	0.096	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 18000 G 96% 1% 1% 1% 0% F NA 20000 G															
<div>Bus</div> <div>1 460</div> Washington St	From: 123-9029 South St															
	City of Petersburg	0.27	10000	G	96%	1%	1%	1%	1%	0%	C	0.093	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 20000 G 96% 1% 1% 1% 0% F NA 22000 G															
<div>Bus</div> <div>1 460</div> Washington St	From: Guarantee St															
	City of Petersburg	0.24	10000	G	96%	1%	1%	1%	1%	0%	F	0.094	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 20000 G 96% 1% 1% 1% 0% F NA 22000 G															
<div>1 36</div> Market St	From: BUS US 460 Par; SR 36 Market St															
	City of Petersburg	0.38	3500	G	98%	1%	1%	0%	0%	0%	C	0.099	F	0.508	3800	G
	To: SR 36 Grove Ave															
<div>1 36</div> Old St	From: SR 36; Market St															
	City of Petersburg	0.13	3500	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.747	3800	G
	To: Sycamore St															
<div>1 36</div> Sycamore St	From: Old St															
	City of Petersburg	0.04	3800	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.771	4100	G
	To: Bollingbrook St															
<div>1 36</div> Bollingbrook St	From: Sycamore St															
	City of Petersburg	0.10	3000	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.777	3300	G
	To: US 1, US 301 2nd St															
<div>36</div> Fleet St	From: WCL Petersburg															
	City of Petersburg	0.12	9900	G	99%	0%	1%	0%	0%	0%	C	0.1	F	0.523	10000	G
	To: Grove Ave															
<div>36</div> Grove Ave	From: Fleet St															
	City of Petersburg	0.54	3100	G	97%	1%	1%	0%	0%	0%	C	0.096	F	0.628	3300	G
	To: US 1 Par, Market St															
<div>36 1</div> Market St	From: US 1															
	City of Petersburg	0.38	3500	G	98%	1%	1%	0%	0%	0%	C	0.099	F	0.508	3800	G
	To: US 1 Par; BUS US 460 Par, Washington St															
<div>36</div> Market St	From: US 1, Bus US 460 Wythe St															
	City of Petersburg	0.11	3800	G	99%	0%	1%	0%	0%	0%	F	0.097	F	0.632	3900	G
	To: ALT US 301 Sycamore St															
<div>36 1 301 460</div> Wythe St	From: ALT US 301 Sycamore St															
	City of Petersburg	0.20	13000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 28000 G 96% 1% 2% 1% 1% 0% F NA 31000 G															
<div>Bus</div> <div>36 460</div> Wythe St	From: Bus US 460															
	City of Petersburg	0.20	16000	G	97%	1%	1%	0%	1%	0%	C	0.093	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 32000 G 95% 1% 2% 1% 2% 0% F NA 35000 G															
	To: I-85, I-95															

Virginia Department of Transportation  
Traffic Engineering Division  
2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Petersburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
	From:						2Axle	3+Axle	1Trail	2Trail						
Bus 36 460 Wythe St	City of Petersburg	0.30	10000	G	97%	1%	1%	0%	1%	0%	F	0.08	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 23000 G 95% 1% 2% 1% 2% 0% F NA 25000 G															
	To:															
	From:															
36 Wythe St	City of Petersburg	0.43	10000	G	97%	0%	1%	0%	1%	0%	F	0.078	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 21000 G 97% 0% 1% 0% 1% 0% F 0.083 F 0.595 23000 G															
	To:															
	From:															
36 Washington St	City of Petersburg	0.87	23000	G	97%	0%	1%	0%	1%	0%	F	0.086	F	0.531	25000	G
	To:															
	From:															
36 Washington St	City of Petersburg	0.58	15000	G	97%	0%	1%	0%	1%	0%	F	0.082	F	0.542	16000	G
	To:															
	From:															
36 1 Old St	City of Petersburg	0.13	3500	G	98%	1%	1%	0%	0%	0%	F	0.087	F	0.747	3800	G
	To:															
	From:															
36 1 Sycamore St	City of Petersburg	0.04	3800	G	98%	1%	1%	0%	0%	0%	F	0.085	F	0.771	4100	G
	To:															
	From:															
36 1 Bollingbrook St	City of Petersburg	0.10	3000	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.777	3300	G
	To:															
	From:															
36 301 1 301 ALT Bollingbrook St	City of Petersburg	0.08	3800	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4200	G
	To:															
	From:															
36 301 Bollingbrook St	City of Petersburg	0.15	3600	G	97%	0%	1%	0%	1%	0%	F	0.1	F		4000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 5600 G 97% 1% 1% 0% 1% 0% F 0.096 F 6100 G															
	To:															
	From:															
36 301 Bollingbrook St	City of Petersburg	0.23	3400	G	97%	0%	1%	0%	1%	0%	C	0.098	F	0.845	3700	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 5800 G 97% 1% 1% 0% 1% 0% C 0.099 F 6300 G															
	To:															
	From:															
36 301 Crater Rd	City of Petersburg	0.14	3100	G	97%	0%	1%	0%	1%	0%	F	0.094	F		3400	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 6800 G 97% 1% 1% 0% 1% 0% F NA 7400 G															
	To:															
	From:															
36 301 Crater Rd	City of Petersburg	0.18	4100	G	96%	1%	1%	0%	0%	0%	F	0.097	F	0.556	4500	G
	To:															
	From:															
36 Washington St	City of Petersburg	0.18	11000	G	97%	0%	1%	0%	1%	0%	F	0.095	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route: 22000 G 97% 0% 1% 0% 1% 0% F NA 24000 G															
	To:															

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2006  
Annual Average Daily Traffic Volume Estimates By Section of Route  
City of Petersburg

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
 Washington St	From: <div>Burch St</div>															
	City of Petersburg	0.25	11000	G	97%	0%	1%	0%	1%	0%	F	0.095	F		12000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		21000	G	97%	0%	1%	0%	1%	0%	F	0.083	F	0.595	23000	G
	To: <div>SR 36 Wythe St; Amelia St</div>															
 	From: <div>SCL Petersburg</div>															
	City of Petersburg (Maint: 26)	1.01	27000	G	81%	1%	1%	1%	16%	1%	F	0.086	F		26000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		54000	G	81%	1%	1%	1%	16%	1%	F	NA			50000	G
	To: <div>Squirrel Level Road</div>															
 	From: <div>Squirrel Level Road</div>															
	City of Petersburg (Maint: 26)	2.57	31000	G	81%	1%	1%	1%	16%	1%	F	0.087	F		29000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		58000	G	81%	1%	1%	1%	16%	1%	F	0.078	F	0.53	53000	G
	To: <div>I-95</div>															
 	From: <div>SCL Petersburg</div>															
	City of Petersburg (Maint: 26)	1.25	26000	G	81%	1%	1%	1%	16%	1%	F	0.086	F		24000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		54000	G	81%	1%	1%	1%	16%	1%	F	NA			50000	G
	To: <div>Squirrel Level Road</div>															
 	From: <div>Squirrel Level Road</div>															
	City of Petersburg (Maint: 26)	2.72	27000	G	81%	1%	1%	1%	16%	1%	F	0.088	F		25000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		58000	G	81%	1%	1%	1%	16%	1%	F	0.078	F	0.53	53000	G
	To: <div>I-95</div>															
	From: <div>Rives Rd</div>															
	City of Petersburg (Maint: 74)	1.15	15000	G	83%	1%	1%	0%	15%	0%	F	0.076	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	G	83%	1%	1%	1%	15%	0%	F	0.075	F	0.558	27000	G
	To: <div>Wagner Rd</div>															
	From: <div>Wagner Rd</div>															
	City of Petersburg (Maint: 74)	2.79	21000	G	83%	1%	1%	0%	15%	0%	F	0.079	F		18000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	G	83%	1%	1%	0%	15%	0%	F	0.079	F	0.505	35000	G
	To: <div>US 460 West St</div>															
	From: <div>US 460 West St</div>															
	City of Petersburg (Maint: 74)	0.50	21000	N	83%	1%	1%	0%	15%	0%	N	0.079	N		18000	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	N	83%	1%	1%	0%	15%	0%	N	NA			35000	N
	To: <div>I-85</div>															
	From: <div>I-85</div>															
	City of Petersburg (Maint: 26)	0.44	42000	G	89%	1%	1%	1%	8%	0%	F	0.08	F		42000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		81000	G	89%	1%	1%	1%	8%	0%	F	0.077	F	0.532	80000	G
	To: <div>US 301, Bus US 460 Washington St</div>															
	From: <div>US 301, Bus US 460 Washington St</div>															
	City of Petersburg (Maint: 26)	0.64	53000	G	89%	1%	1%	1%	8%	0%	F	0.078	F		53000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		101000	G	89%	1%	1%	1%	8%	0%	F	0.079	F	0.512	101000	G
	To: <div>SCL Colonial Heights</div>															
	From: <div>SCL Petersburg</div>															
	City of Petersburg (Maint: 74)	0.34	13000	G	83%	1%	1%	1%	15%	0%	F	0.078	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		25000	G	83%	1%	1%	1%	15%	0%	F	NA			22000	G
	To: <div>Rives Rd</div>															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
South 95	From: Rives Rd						2Axle	3+Axle	1Trail	2Trail						
	City of Petersburg (Maint: 74)	1.22	16000	G	83%	1%	1%	1%	15%	0%	F	0.081	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		31000	G	83%	1%	1%	1%	15%	0%	F	0.075	F	0.558	27000	G
South 95	From: Wagner Rd															
	City of Petersburg (Maint: 74)	2.29	20000	G	83%	1%	1%	1%	15%	0%	F	0.08	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	G	83%	1%	1%	0%	15%	0%	F	0.079	F	0.505	35000	G
South 95	From: US 460 County Rd; US 301 Crater Rd															
	City of Petersburg (Maint: 74)	0.53	20000	N	83%	1%	1%	1%	15%	0%	N	0.08	N		17000	N
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		40000	N	83%	1%	1%	0%	15%	0%	N	NA			35000	N
South 95	From: I-85															
	City of Petersburg (Maint: 26)	0.66	39000	G	89%	1%	1%	1%	8%	0%	F	0.075	F		39000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		81000	G	89%	1%	1%	1%	8%	0%	F	0.077	F	0.532	80000	G
South 95	From: US 301, Bus US 460 Washington St															
	City of Petersburg (Maint: 26)	0.48	48000	G	89%	1%	1%	1%	8%	0%	F	0.08	F		47000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		101000	G	89%	1%	1%	1%	8%	0%	F	0.079	F	0.512	101000	G
106	From: SCL Colonial Heights															
	From: US 460 County Rd															
	City of Petersburg	0.10	7300	G	95%	0%	1%	1%	3%	0%	F	0.104	F	0.508	8000	G
109	From: ECL Petersburg															
	From: US 460 County Rd															
	City of Petersburg	0.88	7200	G	99%	0%	0%	0%	0%	0%	C	0.111	F	0.803	7800	G
109	From: ECL Petersburg															
	From: US 460 County Rd															
	City of Petersburg	0.03	7200	N	99%	0%	0%	0%	0%	0%	N	0.111	N	0.803	7800	N
142	From: Dead End; Fort Lee Military Reservation, Mahone Av															
	From: WCL Petersburg															
	City of Petersburg	0.16	2900	G	96%	0%	1%	1%	1%	0%	F	0.101	F	0.63	3200	G
142	From: Dupuy Rd															
	From: US 460 County Rd															
	City of Petersburg	1.24	2800	G	96%	0%	1%	1%	1%	0%	C	0.104	F	0.642	3000	G
142	From: Rt 604 Halifax Rd															
	From: US 460 County Rd															
	City of Petersburg	0.06	5400	G	96%	0%	1%	1%	1%	0%	F	0.087	F	0.532	5900	G
301	From: CSX RR															
	From: SCL Petersburg															
	City of Petersburg	0.21	8000	G	98%	0%	1%	0%	0%	0%	C	0.101	F	0.596	8700	G
301	From: Rives Rd															
	From: US 460 County Rd															
	City of Petersburg	0.90	9300	G	98%	0%	1%	0%	0%	0%	C	0.102	F	0.546	10000	G
301	From: Wagner Rd															
	From: US 460 County Rd															
	City of Petersburg	0.43	21000	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.500	23000	G
301	From: Flank Rd															
	From: US 460 County Rd															
	City of Petersburg	0.43	21000	G	98%	0%	1%	0%	0%	0%	F	0.094	F	0.500	23000	G

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
	From: Flank Rd															
301 Crater Rd	City of Petersburg	0.87	22000	G	98%	0%	1%	0%	0%	0%	F	0.086	F	0.523	24000	G
	To: ALT US 301 Sycamore St															
301 Crater Rd	City of Petersburg	0.26	15000	G	98%	0%	1%	0%	0%	0%	C	0.089	F	0.537	16000	G
	To: South Blvd															
301 Crater Rd	City of Petersburg	0.73	21000	G	98%	0%	1%	0%	0%	0%	F	0.084	F	0.52	23000	G
	To: I-95, Bus US 460															
301 460 Crater Rd	City of Petersburg (Maint: 26)	0.09	11000	N	96%	1%	1%	0%	0%	0%	N	0.084	N	0.525	12000	N
	To: I-95; Bus US 460 Par, Winfield Rd															
301 460 Crater Rd	City of Petersburg	0.98	11000	G	96%	1%	1%	0%	0%	0%	C	0.084	F	0.525	12000	G
	To: SR 36, Bus US 460 Wythe St															
301 460 Crater Rd	City of Petersburg	0.10	7600	G	96%	1%	1%	0%	0%	0%	F	0.083	F	0.538	8300	G
	To: SR 36 Par, Bus US 460 Par, Washington St															
301 36 Crater Rd	City of Petersburg	0.18	4100	G	96%	1%	1%	0%	0%	0%	F	0.097	F	0.556	4500	G
	To: US 301 Par, Bank St															
301 36 Crater Rd	City of Petersburg	0.14	3100	G	97%	0%	1%	0%	1%	0%	F	0.094	F		3400	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		6800	G	97%	1%	1%	0%	1%	0%	F	NA			7400	G
	To: Bollingbrook St															
301 36 Bollingbrook St	City of Petersburg	0.23	3400	G	97%	0%	1%	0%	1%	0%	C	0.098	F	0.845	3700	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		5800	G	97%	1%	1%	0%	1%	0%	C	0.099	F		6300	G
	To: 5th St															
301 36 Bollingbrook St	City of Petersburg	0.15	3600	G	97%	0%	1%	0%	1%	0%	F	0.1	F		4000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		5600	G	97%	1%	1%	0%	1%	0%	F	0.096	F		6100	G
	To: 3rd St															
301 1 301 36 Bollingbrook St	City of Petersburg	0.08	3800	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4200	G
	To: US 1 Par, 2nd St															
301 1 2nd Street	City of Petersburg	0.35	13000	F	99%	0%	0%	0%	0%	0%	F	0.111	F	0.694	13000	F
	To: SCL Colonial Heights															
	To: US 301 Crater St															
301 36 Bank St	City of Petersburg	0.24	2300	G	96%	1%	1%	1%	1%	0%	C	0.1	F		2600	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		5800	G	97%	1%	1%	0%	1%	0%	C	0.099	F		6300	G
	To: 5th St															
301 36 Bank St	City of Petersburg	0.15	2000	G	96%	1%	1%	1%	1%	0%	F	0.097	F		2100	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		5600	G	97%	1%	1%	0%	1%	0%	F	0.096	F		6100	G
	To: 3rd St															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
<div> <div>ALT</div> <div>301</div> <div>1</div> <div>301</div> <div>36</div> </div> Bank St	From: 3rd St															
	City of Petersburg	0.09	1900	G	96%	1%	1%	1%	1%	0%	F	0.095	F		2100	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		5700	G	97%	1%	1%	0%	1%	0%	F	NA			6200	G
<div> <div>ALT</div> <div>301</div> </div> Sycamore St	To: ALT US 301 Par, 2nd St															
	From: US 301 Crater Rd															
	City of Petersburg	0.30	8600	G	98%	1%	1%	0%	0%	0%	F	0.094	F	0.538	9400	G
<div> <div>ALT</div> <div>301</div> </div> Sycamore St	To: South Blvd															
	From: South Blvd															
	City of Petersburg	0.95	6200	G	98%	1%	1%	0%	0%	0%	C	0.090	F	0.536	6800	G
<div> <div>ALT</div> <div>301</div> </div> Sycamore St	To: North Blvd															
	From: North Blvd															
	City of Petersburg	0.42	9400	G	98%	1%	1%	0%	0%	0%	F	0.088	F	0.625	10000	G
<div> <div>ALT</div> <div>301</div> </div> Sycamore St	To: Graham Rd															
	From: Graham Rd															
	City of Petersburg	0.56	11000	G	98%	1%	1%	0%	0%	0%	F	0.084	F	0.541	12000	G
<div> <div>ALT</div> <div>301</div> <div>1</div> <div>Bus</div> <div>460</div> <div>36</div> </div> Wythe St	To: US 1 Wythe St															
	From: US 1															
	City of Petersburg	0.20	13000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		14000	G
<div> <div>ALT</div> <div>301</div> <div>1</div> </div> Jefferson St	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	G	96%	1%	2%	1%	1%	0%	F	NA			31000	G
	To: Bus US 460 Jefferson St															
	From: Bus US 460 Wythe St															
<div> <div>ALT</div> <div>301</div> <div>1</div> </div> Jefferson St	City of Petersburg	0.09	3100	G	97%	1%	1%	1%	1%	0%	F	0.089	F	0.756	3400	G
	To: Bus US 460 Par, Washington St															
	From: Bus US 460 Par, Washington St															
<div> <div>ALT</div> <div>301</div> <div>1</div> </div> 3rd Street	City of Petersburg	0.26	660	G	97%	1%	1%	1%	1%	0%	F	0.104	F	0.734	720	G
	To: Henry St															
	From: Henry St															
<div> <div>ALT</div> <div>301</div> <div>1</div> </div> 3rd Street	City of Petersburg	0.05	350	G	97%	1%	1%	1%	1%	0%	F	0.131	F		380	G
	To: US 301 Par, Bank St															
	From: US 301 Par, Bank St															
<div> <div>ALT</div> <div>301</div> <div>301</div> <div>1</div> <div>36</div> </div> Bollingbrook St	City of Petersburg	0.05	360	G	97%	1%	1%	1%	1%	0%	F	0.102	F		390	G
	To: US 301 Bollingbrook St															
	From: US 1, ALT US 301 3rd St															
<div> <div>ALT</div> <div>301</div> <div>301</div> <div>1</div> <div>36</div> </div> Bollingbrook St	City of Petersburg	0.08	3800	G	97%	0%	1%	0%	1%	0%	F	0.101	F	0.913	4200	G
	To: US 301															
	From: US 1 Wythe St															
<div> <div>ALT</div> <div>301</div> </div> Sycamore St	City of Petersburg	0.09	6700	G	98%	0%	1%	0%	1%	0%	F	0.090	F	0.576	7300	G
	To: Bus US 460 Washington St															
	From: Bus US 460 Par															
<div> <div>ALT</div> <div>301</div> <div>Bus</div> <div>460</div> <div>Bus</div> <div>460</div> <div>36</div> </div> Washington St	City of Petersburg	0.09	15000	G	95%	1%	2%	1%	1%	0%	F	0.079	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	G	96%	1%	2%	1%	1%	0%	F	NA			31000	G
	To: Bus US 460 Washington St															
<div> <div>ALT</div> <div>301</div> </div> Adams St	From: Bus US 460 Washington St															
	City of Petersburg	0.06	7200	G	98%	0%	1%	0%	1%	0%	F	0.090	F	0.642	7800	G
	To: Franklin St															

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Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
	From: Franklin St						2Axle	3+Axle	1Trail	2Trail						
ALT 301 Adams St	City of Petersburg	0.16	7700	F	98%	0%	1%	0%	1%	0%	C	0.088	F	0.625	8300	F
	To: Henry St															
	From: SCL Petersburg															
460 85	City of Petersburg (Maint: 26)	1.01														
	See I-85 for directional traffic volume estimates for this segment.															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		54000	G	81%	1%	1%	1%	16%	1%	F	NA			50000	G
	To: Squirrel Level Road															
	From: I-85 S															
460 85	City of Petersburg (Maint: 26)	2.57														
	See I-85 for directional traffic volume estimates for this segment.															
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		58000	G	81%	1%	1%	1%	16%	1%	F	0.078	F	0.53	53000	G
	To: Maintenance Jurisdiction Change															
460	County Dr	2.64	9800	A	87%	1%	1%	2%	9%	0%	C	0.096	A	0.516	10000	A
	To: SR 106 Courthouse Rd															
460	County Dr	0.34	13000	G	87%	1%	1%	2%	9%	0%	F	0.088	F	0.556	14000	G
	To: ECL Petersburg															
	From: WCL Petersburg															
Bus 460 1	Washington St	0.40	13000	G	98%	0%	1%	1%	1%	0%	F	0.09	F	0.569	14000	G
	To: Summit St															
Bus 460 1	Washington St	0.18	14000	G	98%	0%	1%	1%	1%	0%	F	0.093	F	0.556	14000	G
	To: Elm St															
Bus 460 1	Washington St	0.57	16000	G	97%	1%	1%	1%	1%	0%	F	0.093	F	0.506	17000	G
	To: US 1 Par; Wythe St															
Bus 460 1	Wythe St	1.08	8700	G	97%	1%	1%	1%	1%	0%	C	0.082	F		9500	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		18000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
	To: Perry St															
Bus 460 1	Wythe St	0.15	9800	G	97%	1%	1%	1%	1%	0%	F	0.088	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		20000	G	96%	1%	1%	1%	1%	0%	F	NA			22000	G
	To: SR 36 Market St															
Bus 460 1 36	Wythe St	0.20	10000	G	97%	1%	1%	1%	1%	0%	F	0.094	F		11000	G
	To: ALT US 301 Sycamore St															
Bus 460 1 ALT 301 36	Wythe St	0.20	13000	G	97%	1%	1%	1%	1%	0%	F	0.088	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	G	96%	1%	2%	1%	1%	0%	F	NA			31000	G
	To: US 1 Jefferson St															
Bus 460 36	Wythe St	0.20	16000	G	97%	1%	1%	0%	1%	0%	C	0.093	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		32000	G	95%	1%	2%	1%	2%	0%	F	NA			35000	G
	To: I-85, I-95															

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Route	Jurisdiction	Length	ADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
Bus 460 36 Wythe St	From: I-85, I-95															
	City of Petersburg	0.30	10000	G	97%	1%	1%	0%	1%	0%	F	0.08	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		23000	G	95%	1%	2%	1%	2%	0%	F	NA			25000	G
	To: SR 36; US 301 Crater Rd															
Bus 460 301 Crater Rd	From: SR 36; US 301 Wythe St															
	City of Petersburg	0.98	11000	G	96%	1%	1%	0%	0%	0%	C	0.084	F	0.525	12000	G
	To: Maintenance Jurisdiction Change															
Bus 460 301 Crater Rd	From: I-95; BUS US 460 Par, Winfield Rd															
	City of Petersburg (Maint: 26)	0.09	11000	N	96%	1%	1%	0%	0%	0%	N	0.084	N	0.525	12000	N
	To: US 301 Crater Rd															
Bus 460 1 Washington St	From: US 1 Wythe St Battersea Lane															
	City of Petersburg	0.31	9800	G	96%	1%	1%	1%	1%	0%	F	0.101	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		18000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
	To: 123-9025 West St															
Bus 460 1 Washington St	From: 123-9025 West St															
	City of Petersburg	0.40	9700	G	96%	1%	1%	1%	1%	0%	F	0.096	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		18000	G	96%	1%	1%	1%	1%	0%	F	NA			20000	G
	To: 123-9029 South St															
Bus 460 1 Washington St	From: 123-9029 South St															
	City of Petersburg	0.27	10000	G	96%	1%	1%	1%	1%	0%	C	0.093	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		20000	G	96%	1%	1%	1%	1%	0%	F	NA			22000	G
	To: Guarantee St															
Bus 460 1 Washington St	From: Guarantee St															
	City of Petersburg	0.24	10000	G	96%	1%	1%	1%	1%	0%	F	0.094	F		11000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		20000	G	96%	1%	1%	1%	1%	0%	F	NA			22000	G
	To: North Market St															
Bus 460 36 Washington St	From: US 1 Par; SR 36 Market St															
	City of Petersburg	0.19	12000	G	95%	1%	2%	1%	1%	0%	C	0.083	F		13000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		22000	G	96%	1%	2%	1%	1%	0%	F	NA			24000	G
	To: ALT US 301 Par, Sycamore St															
Bus ALT 460 301 36 Washington St	From: ALT US 301 Par, Sycamore St															
	City of Petersburg	0.09	15000	G	95%	1%	2%	1%	1%	0%	F	0.079	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	G	96%	1%	2%	1%	1%	0%	F	NA			31000	G
	To: ALT US 301 Par, Adams St															
Bus ALT 460 301 36 Washington St	From: ALT US 301 Par, Adams St															
	City of Petersburg	0.10	15000	G	95%	1%	2%	1%	1%	0%	F	0.084	F		16000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		28000	G	96%	1%	2%	1%	1%	0%	F	NA			30000	G
	To: US 1 Jefferson St															
Bus 460 36 Washington St	From: US 1 Jefferson St															
	City of Petersburg	0.24	16000	G	94%	1%	2%	1%	2%	0%	F	0.083	F		17000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		32000	G	95%	1%	2%	1%	2%	0%	F	NA			35000	G
	To: I-95															
Bus 460 36 Washington St	From: I-95															
	City of Petersburg	0.24	13000	G	94%	1%	2%	1%	2%	0%	C	0.088	F		14000	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		23000	G	95%	1%	2%	1%	2%	0%	F	NA			25000	G
	To: US 301 Crater Rd															

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							2Axle	3+Axle	1Trail	2Trail						
Bus 460 301 Crater Rd	From: US 301 Crater Rd City of Petersburg	0.10	7600	G	96%	1%	1%	0%	0%	0%	F	0.083	F	0.538	8300	G
Bus 460 301 Crater Rd	To: SR 36, BUS US 460 Wythe St From: City of Petersburg	0.98	11000	G	96%	1%	1%	0%	0%	0%	C	0.084	F	0.525	12000	G
Bus 460 Winfield Rd	To: Maintenance Jurisdiction Change From: US 301 Crater Rd City of Petersburg	0.43	1400	G	96%	1%	1%	1%	2%	0%	C	0.087	F	0.971	1500	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1400	G								NA			NA	
Bus 460 Winfield Rd	To: State Maintenance Boundary From: City of Petersburg (Maint: 26)	0.09	1400	G	96%	1%	1%	1%	2%	0%	C	0.087	F	0.971	1500	G
	Combined Traffic Estimates for 2 Parallel Roadways on this Route:		1400	G								NA			NA	
	To: US 460 County Rd															

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year		
						2Axle	3+Axle	1Trail	2Trail									
City of Petersburg																		
F329	0.17	NA	From:	Dead End								NA				NA		
			To:	74-1102														
F330	2.93	NA	From:	Dead End								NA				NA		
			To:	FR-331														
F331	0.78	NA	From:	Dead End								NA				NA		
			To:	Dead End														
3	Vaughn Rd	0.64	1100	From:	SCL Petersburg; 26-675								0.092	F	0.654	1200	G	2006
				To:	123-9013 Halifax Rd													
4	Wells Rd	0.41	3900	From:	Halifax Rd								0.085	F	0.509	4300	G	2006
				To:	Squirrel Level Rd													
9002	Halifax Rd	0.18	6100	From:	CSX RR								0.087	F	0.531	6700	G	2006
				To:	Patterson St													
9002	Halifax St	0.58	4600	From:	G 98% 0% 1% 0% 0% 0% 0% 0%								0.089	F	0.553	5000	G	2006
				To:	Baylors Lane													
9002	Halifax St	0.19	5300	From:	G 98% 0% 1% 0% 0% 0% 0% 0%								0.088	F	0.533	5800	G	2006
				To:	Virginia Ave													
9002	Halifax St	0.37	7800	From:	G 98% 0% 1% 0% 0% 0% 0% 0%								0.088	F	0.612	8500	G	2006
				To:	Lee Ave													
9002	Halifax St	0.29	7700	From:	G 98% 0% 1% 0% 0% 0% 0% 0%								0.087	F	0.532	8400	G	2006
				To:	Liberty St													
9002	Halifax St	0.28	8500	From:	G 98% 0% 1% 0% 0% 0% 0% 0%								0.086	F	0.551	9300	G	2006
				To:	US 1, US 460 W Wythe St													
9002	Union St	0.12	3800	From:	G 96% 1% 2% 0% 0% 0% 0% 0%								0.093	F	0.887	4200	G	2006
				To:	US 1, US 460 W Washington St													
9002	Union St	0.17	2000	From:	G 90% 2% 8% 0% 0% 0% 0% 0%								0.108	F	0.502	2100	G	2006
				To:	W Tabb St													
9004	Defense Rd	0.47	2000	From:	G 97% 1% 1% 1% 0% 0% 0% 0%								0.109	F	0.633	2200	G	2006
				To:	Squirrel Level Rd													
9004	Defense Dr	1.77	3400	From:	G 98% 1% 1% 0% 0% 0% 0% 0%								0.093	F	0.505	3700	G	2006
				To:	Johnson Rd													
9004	South Boulevard	0.92	8500	From:	G 98% 1% 1% 0% 0% 0% 0% 0%								0.093	F	0.549	9300	G	2006
				To:	S. Sycamore St													
9004	South Boulevard	0.18	5500	From:	G 98% 1% 1% 0% 0% 0% 0% 0%								0.098	F	0.591	6000	G	2006
				To:	Crater Rd													
9004	South Boulevard	0.72	2100	From:	G 98% 1% 1% 0% 0% 0% 0% 0%								0.088	F	0.612	2300	G	2006
				To:	Anderson St													
9006	Flank Rd	0.96	1700	From:	G 99% 0% 1% 0% 0% 0% 0% 0%								0.094	F	0.575	1900	G	2006
				To:	Johnson Rd													
9006	Flank Rd	0.47	3100	From:	G 99% 0% 1% 0% 0% 0% 0% 0%								0.11	F	0.582	3400	G	2006
				To:	Birdsong Rd													
9006	Flank Rd	0.75	2800	From:	G 99% 0% 1% 0% 0% 0% 0% 0%								0.118	F	0.602	3000	G	2006
				To:	Fort Hayes Dr													
9006	Flank Rd	0.91	3300	From:	G 99% 0% 0% 0% 0% 0% 0% 0%								0.116	F	0.598	3600	G	2006
				To:	Flank Rd N													
9006	Flank Rd ( 1-Way )	0.13	2200	From:	G 99% 1% 0% 0% 0% 0% 0% 0%								0.107	F		2400	G	2006
				To:	US 301 S Crater Rd													

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						2Axle	3+Axle	1Trail	2Trail							
<b>City of Petersburg</b>																
(9008) Rives Rd	0.55	6500	G	99%	0%	0%	0%	0%	0%	C	0.106	F	0.508	7100	G	2006
			From:	US 301 S Crater Rd												
(9008) Rives Rd	0.27	5500	G	98%	0%	0%	0%	1%	0%	C	0.109	F	0.507	6000	G	2006
			To:	I- 95												
			From:	ECL Petersburg												
(9009) Dupuy Rd	1.24	430	G	96%	1%	3%	0%	0%	0%	F	0.105	F	0.510	470	G	2006
			To:	SR 142 Boydton Plank Rd												
(9009) Dupuy St	0.58	2000	G	96%	1%	3%	0%	0%	0%	F	0.083	F	0.55	2200	G	2006
			From:	Grigg St												
(9009) Farmer St	0.86	3400	G	96%	1%	3%	0%	0%	0%	C	0.086	F	0.526	3700	G	2006
			To:	Youngs Rd												
(9009) Farmer St	0.47	2800	G	96%	1%	3%	0%	0%	0%	F	0.086	F	0.534	3100	G	2006
			From:	S. South St												
			To:	Halifax St												
(9010) Wagner Rd	0.73	15000	G	98%	0%	1%	0%	1%	0%	C	0.088	F	0.546	16000	G	2006
			From:	S Crater Rd												
(9010) Wagner Rd	1.60	10000	G	94%	1%	1%	1%	4%	0%	C	0.087	F	0.561	11000	G	2006
			To:	I-95												
			From:	I -95												
			To:	County Dr												
(9011) Squirrel Level Rd	0.82	820	G	99%	0%	1%	0%	0%	0%	C	0.109	F	0.656	890	G	2006
			From:	SCL Petersburg												
(9011) Squirrel Level Rd	0.25	4800	G	92%	0%	1%	1%	5%	0%	C	0.087	F	0.54	5200	G	2006
			To:	Wells Rd												
(9011) Squirrel Level	0.20	6900	G	97%	1%	1%	0%	0%	0%	F	0.087	F	0.511	7600	G	2006
			From:	Ramp To I- 85												
(9011) Young Rd	0.55	4000	G	97%	1%	1%	0%	0%	0%	F	0.086	F	0.513	4400	G	2006
			To:	Boydton Plank Rd												
(9011) Young Rd	0.59	2700	G	97%	1%	1%	0%	0%	0%	C	0.095	F	0.507	2900	G	2006
			From:	Valor Dr												
			To:	123-9009 Dupuy Rd												
(9012) Lee Ave	0.56	2500	G	97%	2%	1%	0%	0%	0%	C	0.090	F	0.531	2800	G	2006
			From:	West St												
(9012) Porterville St	0.15	1200	G	99%	0%	0%	0%	0%	0%	F	0.090	F	0.588	1300	G	2006
			To:	Halifax St												
(9012) New St	0.18	1100	G	99%	0%	0%	0%	0%	0%	C	0.090	F	0.641	1200	G	2006
			From:	Harding St												
(9012) Harrison St	0.03	880	G	99%	0%	0%	0%	0%	0%	F	0.091	F		960	G	2006
			To:	Harrison St												
			From:	New St												
(9012) Corling St	0.09	400	G	99%	0%	0%	0%	0%	0%	F	0.093	F		430	G	2006
			To:	Corling St												
			From:	Harrison St												
(9012) Graham Rd	0.83	5800	G	99%	0%	0%	0%	0%	0%	F	0.08	F	0.549	6300	G	2006
			To:	S. Sycamore St												
(9012) Graham Rd	0.14	10000	G	99%	0%	0%	0%	0%	0%	C	0.087	F	0.802	11000	G	2006
			From:	Ramp From I-95												
			To:	Crater Rd												
(9013) Halifax Rd	1.79	2500	G	92%	0%	1%	1%	6%	0%	C	0.087	F	0.547	2700	G	2006
			From:	SCL Petersburg												
(9013) Halifax Rd	0.98	470	G	98%	0%	1%	0%	1%	0%	C	0.1	F	0.531	520	G	2006
			To:	Wells Rd												
			From:	Boydton Plank Rd												

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							2Axle	3+Axle	1Trail	2Trail									
City of Petersburg																			
9015	Johnson Rd	0.01	2500	From:	SCL Petersburg								F	0.125	F	0.562	2800	G	2006
				To:															
9015	Johnson Rd	0.54	1100	From:	Flank Rd								C	0.101	F	0.608	1200	G	2006
				To:															
9015	Johnson Rd	1.39	5200	From:	Birdsong Rd								F	0.126	F	0.576	5700	G	2006
				To:															
9015	Johnson Rd	0.46	5800	From:	South Blvd								F	0.083	F	0.549	6300	G	2006
				To:															
9015	Johnson Rd	0.37	4100	From:	North Blvd								F	0.087	F	0.563	4500	G	2006
				To:															
9015	High Pearl St	0.20	3800	From:	St Luke St								F	0.087	F	0.522	4100	G	2006
				To:															
9015	High Pearl St	0.08	2600	From:	Virginia Ave								F	0.093	F	0.508	2900	G	2006
				To:															
9015	Harding St	0.22	1400	From:	ST Matthew St ST Matthews St								C	0.091	F	0.631	1600	G	2006
				To:															
9015	Harding St	0.27	810	From:	Porterville St PortersvilleSt								F	0.099	F		890	G	2006
				To:															
9017	Birdsong Rd	0.62	480	From:	SCL Petersburg								C	0.117	F	0.530	520	G	2006
				To:	Johnson Rd														
9021	N Sycamore St	0.18	3900	From:	W Washington St								F	0.097	F	0.605	4300	G	2006
				To:															
9021	N Sycamore St	0.15	2900	From:	W Tabb St								C	0.102	F	0.557	3100	G	2006
				To:	Bollingbrook St														
9023	North Blvd	0.57	3200	From:	Johnson Rd								C	0.087	F	0.588	3500	G	2006
				To:	S Sycamore St														
9025	Virginia Ave	0.22	610	From:	Gates Lane								C	0.139	F		670	G	2006
				To:															
9025	Virginia Ave	0.32	2100	From:	Harding Street								F	0.09	F	0.53	2300	G	2006
				To:															
9025	Young Ave	0.20	2400	From:	Halifax Street								C	0.088	F	0.524	2600	G	2006
				To:															
9025	Young Ave	0.11	3000	From:	Arlington Street								F	0.089	F	0.510	3300	G	2006
				To:															
9025	S West St	0.28	3600	From:	West Street Young Avenue								F	0.088	F	0.508	3900	G	2006
				To:															
9025	S West St	0.23	4100	From:	Augusta Avenue								F	0.096	F	0.548	4500	G	2006
				To:															
9025	S West St	0.14	3800	From:	Farmer St								F	0.093	F	0.507	4100	G	2006
				To:															
9025	S West St	0.07	3000	From:	W Wythe St								F	0.1	F	0.534	3300	G	2006
				To:	W Washington St														
9027	S West St	0.63	2100	From:	Halifax St								C	0.086	F	0.528	2300	G	2006
				To:	Young Ave														
9029	S. South St	0.36	2800	From:	Lee Ave								C	0.081	F	0.504	3100	G	2006
				To:	US 1 Wythe St														

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							2Axle	3+Axle	1Trail	2Trail									
City of Petersburg																			
9029	S. South St	0.09	4400	From:	US 1 Wythe St								F	0.085	F	0.584	4800	G	2006
				To:															
9029	N. South St	0.20	7300	From:	Washington St								F	0.094	F	0.547	7900	G	2006
				To:															
9029	High St	0.02	970	From:	High St N South St								F	0.092	F	0.519	1100	G	2006
				To:															
9029	Canal St	0.20	7000	From:	Canal St High St								C	0.092	F	0.549	7700	G	2006
				To:															
9031	Byrne St	0.40	750	From:	Grove Ave New St								C	0.108	F		820	G	2006
				To:															
9031	S. Market St	0.12	2300	From:	Halifax St Halifax Rd								F	0.092	F	0.625	2500	G	2006
				To:															
9033	Apollo St	0.14	1600	From:	Wythe St Sycamore St								F	0.096	F	0.597	1700	G	2006
				To:															
9033	Jefferson St	0.58	3000	From:	Jefferson St Apollo St								C	0.094	F	0.571	3200	G	2006
				To:															
9033	Henry St	0.04	620	From:	E Wythe St 3rd Street								F	0.109	F	0.6	660	F	2006
				To:															
9038	Puddledock Rd	0.40	4700	From:	N Adams St E Washington St								C	0.09	F	0.533	5200	G	2006
				To:															
9046	High St	0.58	970	From:	ECL Petersburg Canal St								C	0.116	F	0.661	1100	G	2006
				To:															
9046	W Bank St	0.14	2200	From:	N Market St N Market St								F	0.108	F		2400	G	2006
				To:															
9046	E Bank St	0.11	3000	From:	N Sycamore St								C	0.1	F		3300	G	2006
				To:															
9046	Bank St	0.25	2800	From:	2Nd St US 301 N Crater Rd								C	0.104	F	0.507	3000	G	2006
				To:															
9046	Bank St	0.21	3000	From:	East St								F	0.104	F	0.561	3300	G	2006
				To:															
9048	W Tabb St	0.09	1400	From:	SR 36 E Washington St N Market St								F	0.128	F	0.662	1500	G	2006
				To:															
9048	W Tabb St	0.06	1800	From:	Union St								F	0.112	F	0.622	2000	G	2006
				To:															
9048	E Tabb St	0.12	1200	From:	N Sycamore St								C	0.124	F	0.535	1300	G	2006
				To:															
9053	Baylors Ln	0.65	1800	From:	N Adams St Defense Rd								C	0.113	F	0.597	2000	G	2006
				To:															
9055	Madison St	0.05	1700	From:	E Washington St								F	0.091	F	0.914	1900	G	2006
				To:															
9055	Madison St	0.18	1500	From:	Franklin St								C	0.096	F	0.910	1600	G	2006
				To:															

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						2Axle	3+Axle	1Trail	2Trail									
City of Petersburg																		
9055 Madison St	0.07	890	From:	E Bank St								F	0.105	F	0.835	970	G	2006
			To:	Bollingbrook St														
9057 Fifth St	0.05	410	From:	E Bank St								0.112	F	0.697	440	G	2006	
			To:	Bollingbrook St														
9057 Fifth St	0.08	540	From:	Bollingbrook St								C	0.133	F	0.653	590	G	2006
			To:	River St														
9059 Flank Rd N	0.20	4100	From:	Flank Rd One-Way								C	0.095	F	0.673	4500	G	2006
			To:	US 301 S Crater Rd														
9065 S Adams St	0.10	4500	From:	E Wythe St								0.09	F	0.613	4900	G	2006	
			To:	E Washington St														
Accomack St		270	From:	6Th St								0.12	F		290	G	2006	
			To:	7Th St														
Cameron St		280	From:	Old Church St								0.1	F		310	G	2006	
			To:	Center St														
Culpeper Ave		340	From:	Prince George Ave								0.106	F		370	G	2006	
			To:	Brunswick St														
Custer St		410	From:	Halifax Rd								0.092	F		450	G	2006	
			To:	Hawk St														
Darby Dr		240	From:	Busby St								0.138	F		270	G	2006	
			To:	Halcun Dr														
Gordon Dr		270	From:	Dering Rd								0.099	F		290	G	2006	
			To:	Hoke Dr														
Homestead Dr		570	From:	Valley Dr								0.118	F		620	G	2006	
			To:	Midland Rd														
Jefferson St		3300	From:	Filmore St								0.091	F		3600	G	2006	
			To:	ST Andrews St														
Kirkham Street		410	From:	Bolling Street								0.106	F	0.5	450	G	2006	
			To:	Chestnut Street														
North Park Dr		1000	From:	Nivram St								0.111	F		1100	G	2006	
			To:	Retang Rd														
Oakmont Dr		90	From:	Homestead Dr								0.141	F	0.571	100	G	2006	
			To:	Midland Rd														
Old Church St		270	From:	Bollingbrook St								0.103	F		290	G	2006	
			To:	Miller St														
Patterson Ave		910	From:	Floyd St								0.163	F		1000	G	2006	
			To:	Carver St														
Pleasants Ln		890	From:	Valor Dr								0.111	F		970	G	2006	
			To:	Dupuv Rd														

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City of Petersburg																	
Richmond Ave	From:	Ash St										0.096	F		790	G	2006
	To:	Nash St															
Rollingwood Rd	From:	Valley St										0.167	F		110	G	2006
	To:	Homestead Dr															
South Park Dr	From:	Forest Hill Rd										0.094	F		1400	G	2006
	To:	West Park Dr															
St Matthew St	From:	High Pearl St										0.099	F		3900	G	2006
	To:	Harding St															
Talley Ave	From:	Custer St										0.292	F		650	G	2006
	To:	Edmonds Ct															